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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	
SUBJECT	Civil Aviation and the Rumanian Air Force	DATE DISTR.	29 November 1960
		NO. PAGES	7
		REFERENCES	RD
DATE OF INFO.			
PLACE & DATE ACC			

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1. The Ministry of Transport and Telecommunications is responsible for all phases of civil aviation in Rumania. This responsibility is delegated to two parallel groups within the Ministry:
  - a. The Civil Aviation Directorate (D.T.A. - Directia Transporturi Aeriene);
  - b. The national air transport company, TAROM.

These two groups function under a common director. Various bodies within the Industrial Directorate (Directia Industriala) of the Ministry are also concerned with civil aviation (e.g., the company for the construction and repair of aeronautical equipment - I.C.R.M.A. - Intreprinderea de Constructii Si Reparatii Material Aeronautic).
2. TAROM and the Civil Aviation Directorate are run by two deputy directors:
  - a. The commercial deputy director who administers the commercial aspects of TAROM only;
  - b. The technical deputy director who is responsible for the technical departments of both TAROM and DTA.
3. The Civil Aviation Directorate has the following functions:
  - a. Testing the airworthiness of aircraft;
  - b. Licensing of aircraft;
  - c. Advising on aircraft under design;

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- d. Advising on the capability of an enterprise to serve the aeronautics industry on the basis of the enterprises experiences and technical facilities;
  - e. Supervising the construction of aircraft and new airfields.
4. In order to carry out these duties, the DTA maintains three technical departments:
- a. The Department of Navigation and Airfields (Serviciul Navigatie Aeriana - SNA) which licenses civil aviation and inspects and classifies airfields serving civil aviation on the basis of their general condition, ground installations, etc.;
  - b. The Ground Installations Department (Serviciul Infrastructura) which constructs the ground installations at the airfields;
  - c. The Technical Aeronautics Department (Serviciul Tehnic Aeronautic) which fulfills all the other functions of the Directorate.
5. The Technical Department of TAROM is responsible for:
- a. Regulating the periodic check-ups and repairs of aircraft (Reparatii Periodice);
  - b. Ordering equipment and spare parts from the Ministry;
  - c. Research into commercial profitableness;
  - d. Maintenance of the company's mechanical equipment.
6. The Director of the DTA has, under his immediate control, a fleet of service aircraft (Aeroflota Utilitara) which belong to other bodies which do not have the personnel necessary to operate them and therefore are flown by TAROM. These bodies are:
- a. AVIASAN, the air-service of the Ministry of Health;
  - b. The Ministry of Agriculture (part ownership);
  - c. The Ministry of Transport (aircraft for special cargoes and passengers).
7. This above-mentioned fleet of aircraft is based at Otopeni at what is called the "Aerobaza Utilitara" and consists of the following aircraft:
- a. About 60 Fieseler Storch's and other Fieseler aircraft manufactured in Rumania before World War II and Soviet PO-2's, all veterans of long service with the Rumanian air force and after many repairs;
  - b. Five AERO-45's, built in the CSR between 1949 and 1953 and used for medical, agricultural and special flights. Each plane has a capacity of four, including the pilot. 50X1-HUM
  - c. 10 Rumanian MR-2's produced at the Stalin (Brasov) plant in 1957-1958. They can accommodate six persons and are later (though slower) models of the IAR-814's supplied to the Rumanian Air Force. They are used for medical and special flights. 50X1-HUM
  - d. About 30 IAR-117's, all used by AVIASAN. Each aircraft can accommodate a stretcher and an attendant besides the pilot.

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8. TAROM employs between 900 and 1,000 workers in all its departments. Its commercial agency is in Bucharest, but all other offices are in the terminal (built 1949-1951) at the Baneasa airfield. The TAROM fleet consists of the following aircraft:

a. One IL-12 used mostly on international runs, marked IIX and formerly the private plane of the Party CC. It was replaced by an IL-14, but since the crash [redacted] the CC has been left without an aircraft of its own. 50X1-HUM

b. Sixteen IL-14's:

1) Four Model "PM"s marked IIX to IID and supplied by the USSR in November, 1956. Later the aircraft were altered and strengthened according to Soviet instructions so as to raise their capacity from 18 to 24 passengers each.

2) Three Model "MM"s received from the USSR at the end of 1956 and marked IIE, IIF and IIG early in 1957.

3) Nine IL-14's produced in East Germany as Model "PM"s though they are almost identical with the Soviet model "MM". They can seat 26 or 28 passengers as required [redacted] 50X1-HUM

c. Nineteen IL-2 aircraft (the Soviet version of the DC-3) [redacted]

[redacted] seat 18 to 22 passengers each and are used primarily for domestic flights. Until several years ago, the TAB, TAE and the TAM were used for cargo transport only.

d. One DC-3 [redacted] that has been in service since 1937 and is used for cargo only. It has undergone so many repairs and refittings that it is almost an IL-2, since many of the original parts (engines, landing gear, instruments) have been replaced by equipment from the Soviet model. 50X1-HUM

e. Three AN-2's are used for short range flights [redacted] and seat from eight to ten. [redacted] used for agricultural spraying and dusting and the other two are used as passenger carriers. 50X1-HUM  
A fourth AN-2 [redacted] was transferred to the fleet of the amateur aviation club where it is used for parachute training. 50X1-HUM

9. Rumania must import approximately five turbo-jets with 40 to 50-passenger capacities in order to satisfy TAROM's need for aircraft capable of flying long domestic lines. Despite the need for these aircraft, in 1960 one of the CEMA committees decided that Rumania must absorb 11 IL-18's (manufacturer unknown). This decision was made over the protests of the Rumanian representatives, who tried to lower the number to four or five, and an official announcement was made that "Rumania had succeeded in acquiring 11 IL-18 aircraft." The planes will be supplied gradually until 1965, but their arrival will not invalidate the need for the smaller aircraft mentioned above.

10. The Rumanian authorities plan to concentrate the aircraft industry (repair shops included) at several points throughout the country. The center is planned for Baneasa airfield where the "Aerobaza Utilitara" occupies the northern part of the field and the repair shops, the southern part. After these installations are completed, the airfield will serve domestic flights only. All international runs will be directed to the Otopeni field where all the POL stores have already been placed under the Ministry of Transport.

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11. The workshops at Baneasa, which are owned by TAROM and ICRMA (see Paragraph 1), occupy the buildings at the field which are marked on international air-navigation maps. No new buildings are as yet being constructed for the shops, but probably in 1961, two metal hangars, each 1,200 square meters in area, will be transferred there from one of the fields that will be abandoned. The annual capacity of these shops is:

- a. Overhaul (RK) of 12 IL-2's;
- b. Overhaul of 120 PO-2's;
- c. Overhaul of 100-120 AZ-62 engines.

The man-hours put into this work are worth 41,000,000 lei at 32-35 lei per hour.

12. The projected annual program, to be put into effect when the workshops are completed and working at their full capacity, will be:

- a. Overhaul of 26 IL-14's;
- b. Overhaul of 120 PO-2's;
- c. Overhaul of 360 AZ-62 engines;
- d. Construction of 50 IAR-817's;
- e. Construction of 50 gliders for aviation clubs.

13. The projected program is based on the following calculations:

- a. The overhaul of an IL-14 requires 20,000 man-hours;
- b. The overhaul of a PO-2 requires 3,000 man-hours;
- c. The overhaul of an AZ-62 engine requires 700 man-hours;
- d. The overhaul of an IAR-817 requires 5,000 man-hours;
- e. The construction of an IAR-817, requires 21,000 man-hours.

14. The IFIL plant in Reghin is still manufacturing although it concentrates mainly on gliders for aviation clubs, of which it produces 25 yearly. This plant lacks suitable machine tools, but on the other hand, its carpenters are of high caliber. In 1956 the plant's engineers turned their attention to the construction of engine-powered aircraft and produced the prototype of the RG-7, a two-seater, wooden trainer powered by a 150 horse-power Walter Minor (Czech) engine. The tests of this craft were successful and ten units have already been built; their production is probably continuing. Since 1957, the engineers have been struggling with the design of an all-Rumanian helicopter designated "H-1", which may by now be in the testing stages.

15. In practice, the initiative in aeroplane design is in the hands of individuals and not in those of an institute charged with this responsibility. In principle, aircraft design is within the sphere of the Institute for the Planning of Transport, Telecommunications and Land, Sea and Air Lanes (Institutul de Proiectari Transporturi, Telecomunicatii Si Cai de Comunicatie), but its Aviation Department is idle because of lack of trained personnel. This is also true of the Ministry of Transport's Research Institute.

16. The Rumanian Air Force is apparently undergoing serious reductions. This assessment is based on the following information:

- a. The Air Force used to repair its IL-10's at the IAR repair shops in Orasul Stalin and its light reconnaissance planes at the Pipera airfield. In the summer of 1959, the former shops were closed, their aircraft construction machinery was transferred to the Baneasa workshops, and the Steagul Rosu

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bearings plant installed in their place. The Pipera shops which carried out the repairs of jets, began to close down at the end of 1959 and by March, 1960, a furniture factory and an agricultural experimental station were all that remained at the field.

- b. With the closing of the Pipera workshops and their transfer to Baneasa, the Air Force cancelled all its orders connected with the repairing of its YAK-11's. The only contribution of the new shops to the maintenance of jet aircraft is the production of reserve fuel tanks for MIG-15, -17 and -19 aircraft.
- c. In February 1960 a coordinating committee of civilian and military representatives, in which Colonels Motoc and Soima represented the Air Force, met to decide upon the gradual transfer of military installations to civilian authority. The military tended to force onto the civilian body more than the latter was ready to accept. One of these installations was the URA plant in Bacau, which now deals exclusively with the repair of MIG's that fly under their own power from their units or (new) from the USSR to the plant. By 1960, no MIG-19's had yet arrived at the plant for repairs.
- d. In previous meetings of the committee, the fields at Bacau, Craiova, Timisoara and Arad were transferred to civilian authority; however, the former two continue to serve both military and civil aircraft and only the latter two are used by civil aircraft only. The military representatives suggested that the civilian authorities also take over the airfield at Kogilniceanu, near Constanta but the latter declined to do so since the field is too far from Constanta to make its use economically worthwhile.
- e. The air force officers on the committee gave the impression that the Air Force was interested in executing these cuts speedily and that possibly only two of its fields, the MIG bases at Caracal and Ianca, would be retained.
- f. The airfield at Popesti-Leordeni near Bucharest has been dismantled. The Ministry of the Interior (MAI) air-service that was stationed there moved to Otopeni, but will have to move again when this field begins to serve international lines.
- g. Around 1957, the National AA Defense headquarters (C.A.A.T. - Comandamentul Aparatii Anti Aeriene Teritoriale) was organized to supervise the Anti-Aircraft defenses of the country. The dominant sector of this body is the Anti-Aircraft artillery. Simultaneously, the power of the air force was diminished and Air Force headquarters (CFAM- Comandamentul Fortelor Aeriene Militare) was abolished.

17. Rumania has only two helicopters:

- a. A Soviet model II-4 used for military purposes;
  - b. A Polish-manufactured SM-1, (the Soviet MI-1), owned by the Ministry of Chemicals, Petroleum, Paper and Reeds, which was imported specifically for use in reed collection in the Danube Delta.
- it is inefficient and entirely unsuited for its duties.

18. Some of the personalities in the Rumanian Civil Aviation are as follows:

- a. Eng. Constantin Agiu is the director of TAROM's Aircraft Operations Department (Serviciul Exploatarea).

- b. Eng. Stefan Andrei was the chief engineer of TAROM until June 1959

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- c. Eng. Constantin Catanesu has been the director of the DTA's Technical Department since 1955.

- d. Col. Vasile Cozma is the director of the Civil Aviation Directorate (DTA) of the Ministry of Transport.

- e. Radu Cristea is the director of the fleet of service aircraft (Aeroflota Utilitara).

- f. Eng. Alexandru Davidovici has been the coordinating director of the technical and economic departments of the Ministry's Industrial Directorate since 1955.

- g. Ganea (fnu) is the director of the cadres department of the Ministry of Transport and secretary of the Ministry's Party Cell.

- h. Ion Gheorghe is the director of cadres at TAROM.

- i. Eng. Mihai Ivanciu has been the director of the Technical Department at TAROM since 1956.

- j. Luca (fnu) is the assistant-director of the Aeroflota Utilitara.

- k. Lungu (fnu) is the director of the Technical Department of the Ministry's Industrial Directorate.

- l. Radu Manicatide is the deputy-director of ICRMA's aircraft construction and repair plant.

- m. Carmel Mihailovici has been the director-general of the industrial directorate of the Ministry of Transport since 1959.

- n. Neamtu (fnu) is the director of TAROM's agency in Bucharest.

- o. Constantin Nenoiu is the commercial deputy-director of TAROM.

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p. Vasile Pandrea is the director of the DTA's ground installations department.

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q. Eng. Petre Patrascu is the director of the ICRMA plant for the construction and repair of aircraft.

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r. Eng. Nicolae Popescu was the assistant technical director of the DTA until the summer of 1959

s. Eng. Vladimir Stangaciu was the director of TAROM until the summer of 1959

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t. Marius Teodorescu is the director of the navigation and airfields department of the DTA.

u. Vasile Scortea has been the secretary of the TAROM Party cell since 1958.

v. Gheorghe Vaduva has been the director of the Baneasa airfield since 1959.

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w. Eng. Nicolae Vidviski is the technical deputy-director of the DTA and acting director of TAROM.

19. [redacted] organizational chart of the bodies within the Romanian Ministry of Transport and Telecommunications involved in Civil Aviation.

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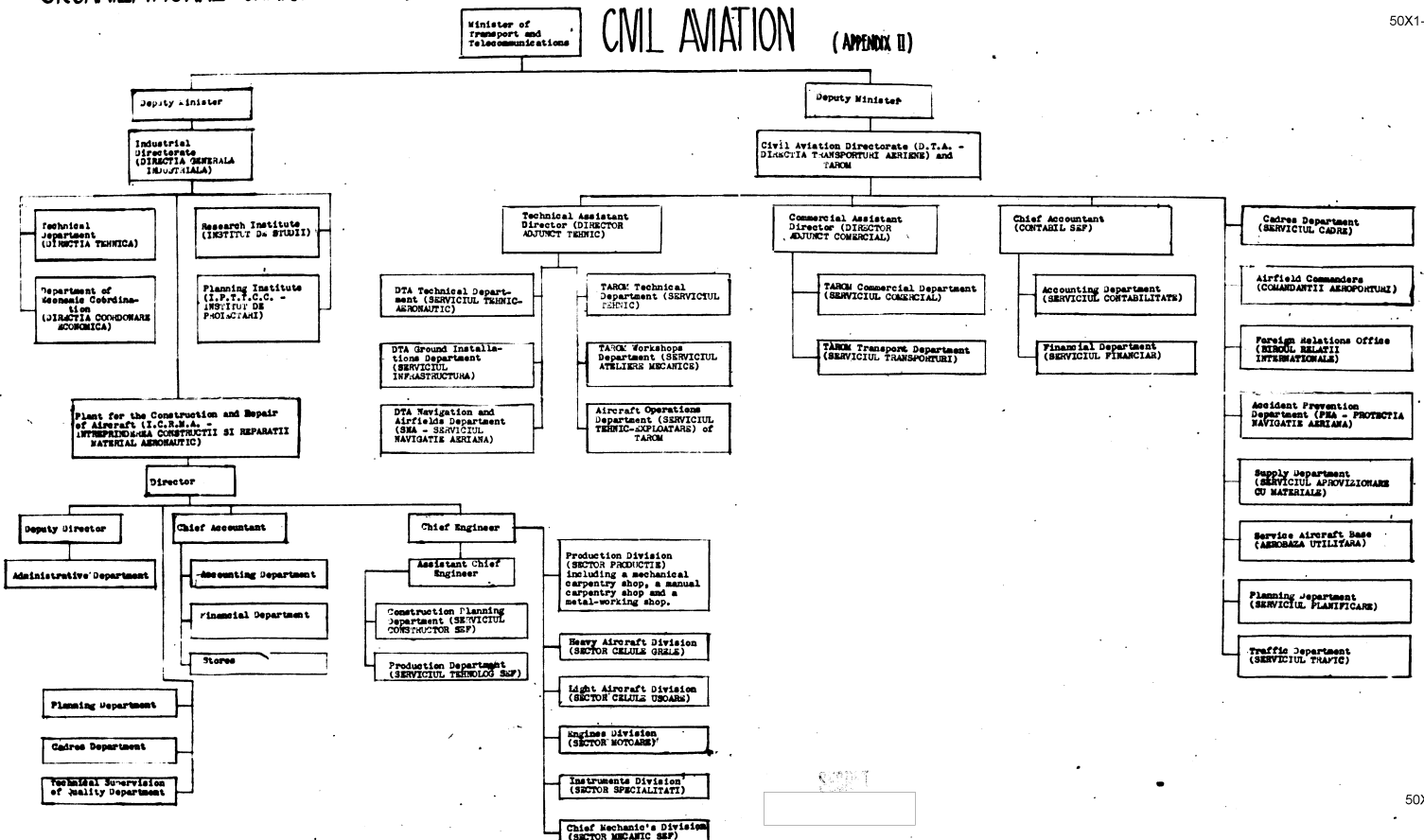
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# ORGANIZATIONAL CHART OF BODIES WITHIN THE MINISTRY OF TRANSPORT & TELECOMMUNICATIONS INVOLVED IN CIVIL AVIATION (APPENDIX II)

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